

# Social Safeguard Due Diligence Report

September 2025

Regional: Second Greater Mekong Subregion  
Tourism Infrastructure for Inclusive Growth Project

TIIGP2-LAO-W11: Small Works for Don Det Boat  
Landing improvements, Khong District,  
Champassak Province

Additional works

## CURRENCY EQUIVALENTS

Currency Units - Lao Kip (LAK)  
- US Dollar (\$)  
LAK 20,445 = \$1.00  
(as of 1 September 2025, <https://www.bol.gov.la/referenceRate>)

## WEIGHTS AND MEASURES

\$ - United States dollar  
ha - hectare  
km - kilometer  
m - meter  
m<sup>2</sup> - square meter

## ABBREVIATIONS

ADB	Asian Development Bank
AHs	Affected Households
APs	Affected Persons
ASEAN	Association of Southeast Asian Nations
DED	Detailed Engineering Design
DICT	Department of Information, Culture and Tourism
DMS	Detailed Measurement Survey
DPWT	Department of Public Works and Transport
DRC	District Resettlement Committee
EA	Executing Agency
IPP	Indigenous Peoples Plan
Lao PDR	Lao Peoples Democratic Republic
LFNC	Lao Front for National Construction
LWU	Lao Women's Union
MICT	Ministry of Information, Culture and Tourism
MPWT	Ministry of Public Works and Transport
NPSC	National Project Steering Committee
OICT	Office of Information, Culture and Tourism
O&M	Operation and Maintenance
OWPT	Office of Public Works and Transport
PCU	Project Coordination Unit
PIU	Project Implementation Unit
PMCES	Project Management and Construction Engineering Specialists
PPSC	Provincial Project Steering Committee
PRC	Provincial Resettlement Committee
RC	Resettlement Committee
RCS	Replacement Cost Survey
RoW	Right of way
RP	Resettlement Plan
SESAH	Socio Economic Survey of Affected Households
SPS	ADB Safeguard Policy Statement (2009)
VGC	Village Grievance Committee

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## I. EXECUTIVE SUMMARY

1. The Second Greater Mekong Subregion Tourism for Inclusive Growth Project is a multi-sector tourism development project being implemented in Lao PDR and Cambodia. In Lao PDR, improvements of a boat landing on Don Det island in Champasak Province is proposed as additional works as part of the Don Det-Don Khone Access Improvements Subproject.
2. This Due Diligence Report (DDR) presents the results of social safeguards screening for proposed minor works as follows: TIIGP2-LAO-W11: Small Works for Don Det Boat Landing improvements. The works will involve upgrading a small waiting area for ferry passengers, installation of a pontoon boat dock and steel walkway, and landscaping.
3. The DDR affirms that the proposed works do not trigger involuntary resettlement or indigenous peoples safeguard requirements. The subproject is assessed as Category C for involuntary resettlement safeguards and Category C indigenous peoples safeguards.
4. Measures to avoid the risk of temporary disturbance to the ferry service as well as nearby residents and businesses are presented in this DDR and an Environmental Code of Conduct (ECOC), and will be included as requirements in civil work contract.
5. Monitoring for temporary construction disturbance and unanticipated impacts will be undertaken by PIU and reported to PCU in monthly reports. In case of construction impacts affecting private land, property or livelihoods this will be remedied by the contractor through prompt restoration and/or provision of compensation. Contractor temporary land use (e.g. for worker camps, storage of materials, site access, etc.) will be notified to PIU and established through written rental agreements.
6. In case of subsequent design updates, this due diligence assessment shall be revisited to check for land acquisition or resettlement impacts. If involuntary resettlement impacts are identified, a resettlement plan will be prepared.
7. Disclosure, consultation and participation has taken place during the design of the subproject and will continue during its implementation, principally through public consultation meetings to present information on the subproject, potential construction disturbance and mitigation measures, and access to the Grievance Redress Mechanism.
8. The existing project Grievance Redress Mechanism (GRM) will be utilized, in order to resolve complaints from project affected persons fairly, transparently, and promptly at no cost to the complainant. Complaints are first lodged with the village administration, and then escalated as needed.
9. Subproject implementation will be managed by the Project Implementation Unit (PIU) based in Champassak Province with supervision from the Project Coordination Union at the Ministry of Information, Culture and Tourism, and with technical assistance from the Project Implementation Consultant. Provincial and district resettlement committees are already in place, and function as grievance redress committees. Social safeguards semi-annual monitoring reports will be prepared by PCU and publicly disclosed.

## II. INTRODUCTION

10. The Second Greater Mekong Subregion Tourism for Inclusive Growth Project (the project) is a multi-sector tourism development project situated in Lao PDR and Cambodia.

11. The project has three outputs: (i) urban-rural access infrastructure and urban environmental services improved; (ii) capacity to implement ASEAN tourism standards strengthened; and (iii) institutional arrangements for tourism destination management and infrastructure O&M strengthened.

12. In Lao PDR, project activities are in Champasak, Luang Prabang and Vientiane provinces, all located along the GMS Central Economic Corridor.

13. In Champassak Province, the project has supported tourism related infrastructure improvements (already complete) at the Nakasang Port and two nearby islands, Don Det and Don Khone, as summarized in Table 1 below.

*Table 1: Tourism infrastructure works completed*

<b>Nakasang Access Road and Port Rehabilitation</b>	<ul style="list-style-type: none"> <li>• Reconstruct 2.9 km access road with concrete &amp; side drains including a turning area for buses;</li> <li>• Reinforce 140 m of existing riverbank protection with concrete;</li> <li>• Improve footpaths and ramps to pontoon pier for safer passenger access;</li> <li>• Relocate main drainage outfall 40m downriver;</li> <li>• Reconstruct 153 m riverside path;</li> <li>• Renovate ticket offices and waiting areas.</li> </ul>
<b>Don Det/Don Khone Access Improvements</b>	<ul style="list-style-type: none"> <li>• Pave 18 km access roads and passing bays and cycle paths with concrete, including 3 bailey bridges;</li> <li>• Pave 2 vehicle parking areas;</li> <li>• Install public lighting and safety guardrails on approach roads to old railway bridge linking Don Det and Don;</li> <li>• Improve locomotive area on Don Khone and view point at Don Det old port.</li> </ul>

14. Building on this achievement, to further improve tourism facilities, an additional small work package is proposed, utilizing project savings. The additional work package is titled “TIIGP2-LAO-W11: Small Works for Don Det Boat Landing improvements, Khong District, Champassak Province”.

15. The purpose of this Due Diligence Report (DDR) is to confirm that – based on social safeguards screening and impact assessment - the proposed additional works package W11 does not trigger ADB involuntary resettlement or indigenous peoples safeguard requirements.<sup>1</sup>

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<sup>1</sup> See ADB’s Safeguard Policy Statement (2009) for details of ADB’s safeguard requirements regarding involuntary resettlement impacts and projects involving indigenous peoples.

### III. DESCRIPTION OF PROPOSED WORKS

16. The Don Det boat landing is located on Done Det Island of Khoung District, Champassak Province, approx. 111 km from Pakse (see location map in Figure 1).

17. The works consist of upgrading a ferry waiting area with construction of a 55.4 m<sup>2</sup> pavilion with a roof and open sides, improving the beach landscape, and installation of a ramp and floating pontoon for boat docking. The total area of the work site is 1,239.9 m<sup>2</sup>.

18. The layout of the improvements to the ferry waiting area is shown in Figure 2 and is visualized in a 3D sketch in Figure 3.

19. The duration of civil works is estimated at 3 months, and is expected to involve not more than 10 workers at any time.

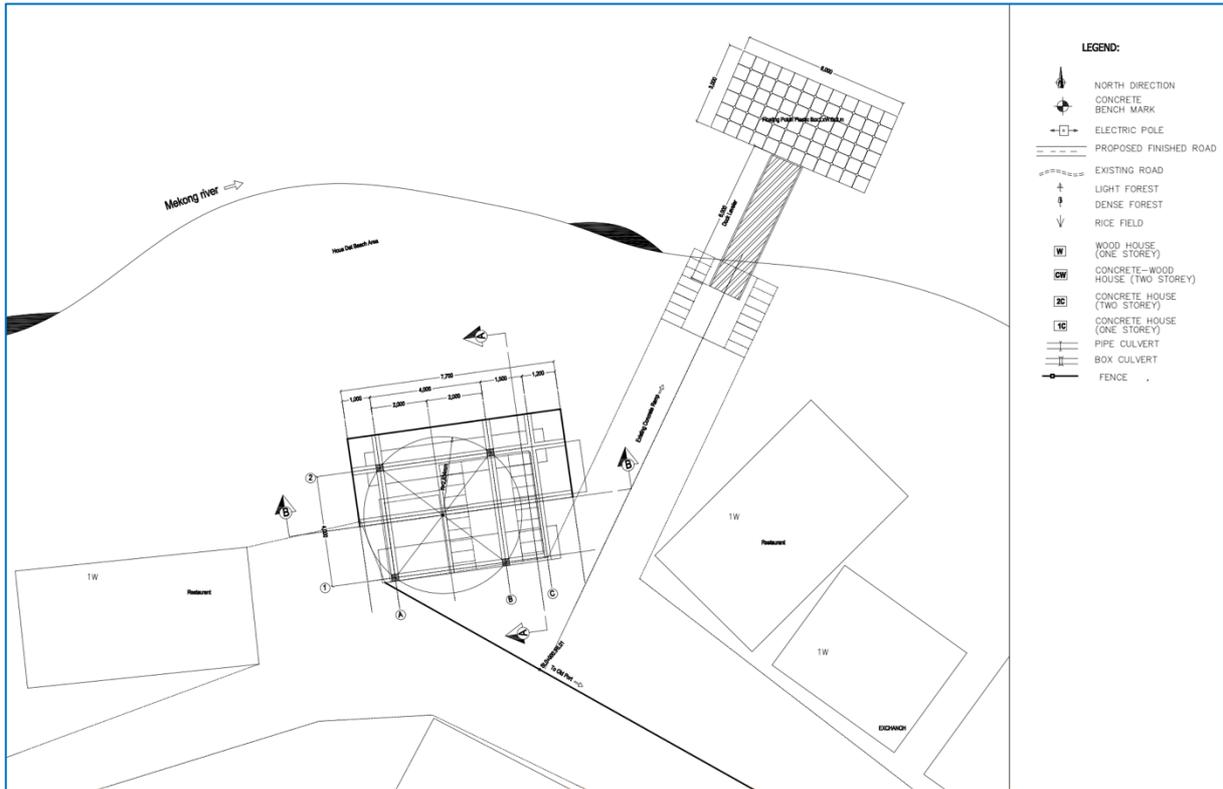
20. All materials will be transported by boat from Nakasang Port. Moreover, due to the limited space available at the work site, as much as possible the component parts for the pontoon, walkway/bridge and waiting area (pavilion) will be fabricated at the contractor's workshop and transported by boat.

21. On site works will include (a) demolition of an existing structure on the site of the new pavilion, (b) assembly of pre-fabricated components for the pontoon, bridge and pavilion, (c) minor earthworks (excavation for footings), and (d) other minor works including steel welding and cutting, painting, roofing and electrical installation.

*Figure 1: Location Map*

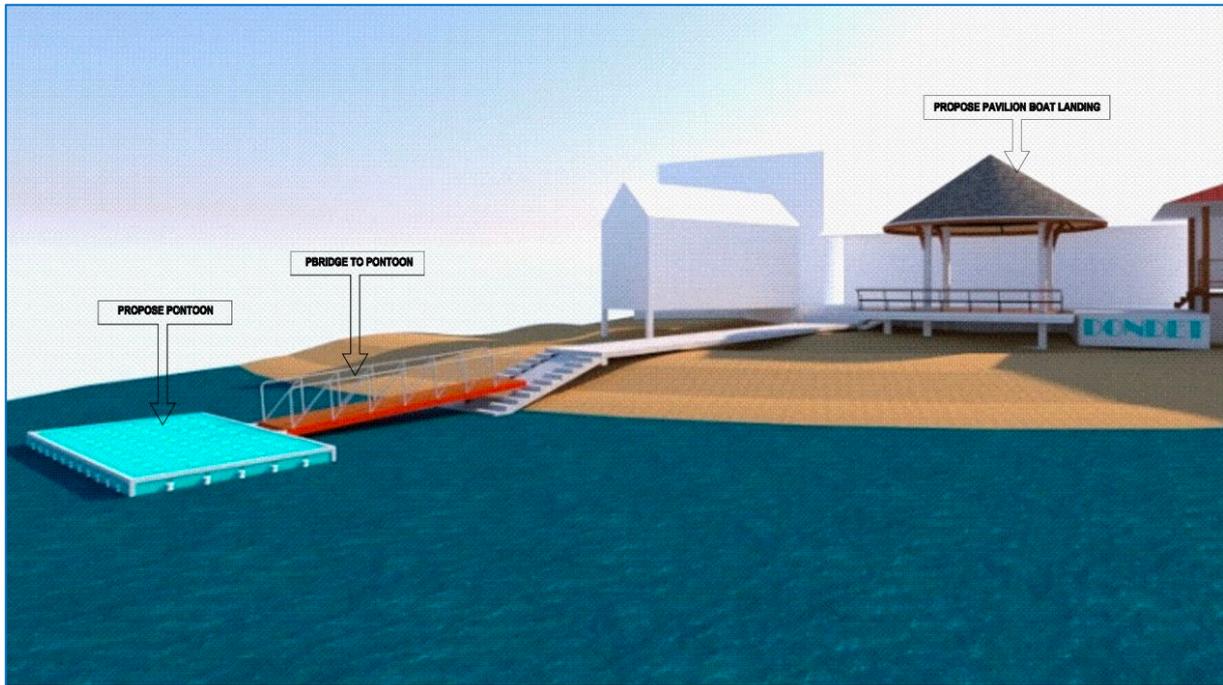


Figure 2: Plan drawing of the ferry waiting area



Source: TIIGP2 - LAO - W11 Small Work for Houa Don Det Boat Landing Improvement Drawing, Houa Don Det Boat Landing Improvement, Ministry of Information, Culture and Tourism

Figure 3: 3D sketch of the ferry waiting area



Source: TIIGP2 - LAO - W11 Small Work for Houa Don Det Boat Landing Improvement Drawing, Houa Don Det Boat Landing Improvement, Ministry of Information, Culture and Tourism

## IV. DUE DILIGENCE

22. Due diligence was carried out in August 2025 by the project's Social Safeguard Specialists in consultation with PCU, PIU and PMCES. The process involved:

- Review of the detailed engineering design and layout drawings.
- A site inspection of the site.
- Stakeholder consultation to disclose information about the subproject and receive feedback.
- Screening for involuntary resettlement impacts with reference to the ADB Safeguards Policy Statement.

### A. Findings

23. The social safeguard screening checklist for the proposed additional works are enclosed as Appendix A. Based on this screening, the works are assessed as Category C for involuntary resettlement safeguards (no adverse impacts) and Category C for indigenous peoples safeguards (no ethnic minority groups affected).

24. The scope of proposed civil works is minor (see chapter II), comprising only upgrades to existing infrastructure at the boat landing.

25. The site is currently operated by the Don Det Tourist Boat Association (a community organization) under the supervision of the District Office of Public Works and Transport. Consultations have been held with the Boat Association and District authorities, confirming agreement to the proposed works (see Chapter V). The works have been formally approved by the District Governor (see Appendix B).

26. The works will not require land acquisition, as site is on the shoreline of the Mekong River which is public land as confirmed during community consultations and in accordance with national regulations on management of shorelines<sup>2</sup>. There are no trees or crops on the site.

27. The existing infrastructure that will be replaced (a covered passenger waiting area, floating pontoon and bridge) will remain the property of the Boat Association. The civil works contractor will provide labor and transportation to dismantle and move salvageable materials to another location on the island.

28. Upon completion of works, the infrastructure will be handed-over for use by the Boat Association, under supervision of the District Office of Public Works and Transport. Therefore, the existing management arrangements will be retained.

29. Civil works need to be planned and implemented carefully to avoid disrupting the daily activity of the boat landing. This is important to avoid loss of livelihood/income for boat operators and to minimize inconvenience for tourists and other passengers.

30. Care is also needed to ensure that civil works do not disturb two adjacent restaurants due to, for example, disturbance from noise and dust, or obstructing access. This has been discussed during consultations with restaurant operators and the village administration (see Chapter V).

31. Transport of construction materials is not anticipated to cause disruption for the surrounding community, as construction materials, equipment and labor will arrive by boat.

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<sup>2</sup> Decree on Wetlands (November 2023), Article 15, defines land 15m from the waterline of lakes/reservoirs as state reserve land.

Figure 4: Photos existing boat landing infrastructure to be upgraded



Figure 5: Satellite Image showing footprint of the Don Det boat landing



## B. Risk Mitigation

32. Although no involuntary resettlement impacts are anticipated, the following **risk management measures** shall be implemented to ensure impacts are avoided:

- i. Civil works will be planned, sequenced and scheduled with appropriate care to avoid disturbance to the boat landing, nearby businesses and residents. On-site works will be minimized because component parts for the pontoon, walkway/bridge and waiting area (pavilion) will be fabricated off-site at the contractor's workshop and transported by boat.
- ii. To avoid disturbing nearby businesses and restaurants, works will be day-time only and will pause for national holidays and religious/cultural events. Additionally, the civil works contractor will be required to maintain a tidy work site to avoid obstructing access to the boat landing, neighboring business and houses.
- iii. For passengers waiting for a boat, during construction they will be able to wait in the neighboring restaurant.
- iv. The existing pontoon and walkway will be shifted by a few meters while the new pontoon and walkway are installed. If required, the Boat Association has confirmed availability of an alternative boat landing 1.3km to the east for temporary use during construction.
- v. Management measures to minimize environmental risks during construction (including noise, dust, vibration, pollution, etc.) as well as public health and safety risks are contained in the Environmental Code of Conduct (ECOC).

33. The mitigation measures in this DDR and the ECOC will be incorporated into the **contractor's environmental management plan** (CEMP). Compliance will be monitored by PIU through regular monitoring visits, involving representatives of the District Resettlement Committee and the Boat Association. The monitoring will preemptively identify construction disturbance risks, identify unanticipated impacts, and issue corrective actions.

34. All **off-site temporary work sites** (e.g. for worker camps, storage of materials, site access, etc.) by the contractor will be formalized through a written rental agreement, and a copy of the agreement will be provided to PIU. At the end of the agreed period of use, the contractor will restore the site (including land form, buildings and other structures) to its original condition (or as otherwise stipulated in the rental agreement) and will obtain written confirmation from the landowner that restoration has been completed satisfactorily. PIU will keep a record of contractor land rental agreements, proof of rental payment, and evidence of restoration.

35. **Unanticipated/unintended construction impacts** on private land, property or livelihoods will be reported immediately to PIU and remedied by the contractor at its own expense through prompt restoration and/or provision of compensation or other entitlements as laid out in the subproject's updated Resettlement Plan (2023) and as advised by PCU safeguard specialists.

36. In case of **design modifications**, social safeguards screening and impact assessment will be revisited. If there are no additional social safeguard risks or impacts, the then this DDR will be updated. If involuntary resettlement impacts are identified, a resettlement plan will be prepared.

## V. DISCLOSURE, CONSULTATION AND PARTICIPATION

37. In the context of the proposed works, the objectives of disclosure, consultation and participation are:

- (i) To fully inform stakeholders about the objectives and scope of proposed works, social safeguards screening results, anticipated risks and mitigation measures during construction, and plans for operation and maintenance after completion.
- (ii) To solicit feedback from stakeholders to enhance the design and implementation of civil works; and
- (iii) To inform APs how to access the Grievance Redress Mechanism

38. Key stakeholders for the purpose of disclosure, consultation and participation are:

- (i) Boat Association (final users of the boat docking facility).
- (ii) Residents and businesses near to the boat landing.
- (iii) Project Implementation Unit
- (iv) District Resettlement Committee
- (v) Local government officers at village, district and province level who are involved in the project.

### A. Public Consultations during Preparation of this Due Diligence Report

39. Consultations have been held with key project stakeholders including District and village authorities and members of the Boat Association who will be end-users of the boat landing facility. During these stakeholder consultations, information was presented and discussion facilitated on the objective and scope of the proposed works, design drawings, ADB and project safeguard policies, results of social and environmental assessment, and the Grievance Redress Mechanism. A summary of consultations is provided in Table 2 and consultation records are in Appendix C.

*Table 2: Consultations during Design Phase*

Date	Location	Participants from (total / female)	Summary of main topics and discussion
22 May 2025	District Cabinet Office	Village head, Boat Association, Local businesses, District Office of Tourism, Province Depart of Tourism, Relevant District Offices.  Total: 19 (female 6)	<ul style="list-style-type: none"> <li>• Participants endorsed the concept design.</li> <li>• Confirmed no impact to private land, property or livelihoods.</li> <li>• Discussed an alternative ferry pier that can be used during construction if needed.</li> </ul>
19 August 2025	Don Det Village Office	Village head, Boat Association, Local businesses, District Governor, Relevant District Offices, Mass organizations (Women's Union, Lao Front), PCU safeguard specialists.  Total: 15 (female 4)	<ul style="list-style-type: none"> <li>• Participants endorsed the detailed design, and discussed several design elements. Solar LED lights were proposed for the pavilion, and it was recommended the walkway should be 2.5m wide.</li> <li>• Site visit confirmed no impact to private land, property or livelihoods.</li> <li>• The Boat Association confirmed an alternative ferry pier can be used during construction if needed.</li> </ul>

## B. Planned Consultations during Implementation of Additional Works

40. Consultation and disclosure activities with project stakeholders will continue during subproject implementation, including prior to commencing civil works and periodically during the construction phase, as shown in the table below.

*Table 3: Planned consultations during Implementation*

Timing	Location	Participants	Consultation topics
Prior to starting civil works	Don Det	Boat Association (users of the boat landing), Residents and business owners nearby, PIU, PIC, DRC, Civil work contractor	Construction schedule and methods. Due Diligence Findings. Agreed risk mitigation measures. Grievance Redress Mechanism.
Quarterly during civil works	Don Det	Boat Association (users of the boat landing), Residents and business owners nearby, PIU, PIC, DRC Civil work contractor	Presentation and discussion on: -Construction progress/issues - Agreed risk mitigation measures -Unanticipated impacts -Grievances
Upon completing civil works	Don Det	Boat Association (users of the boat landing), Residents and business owners nearby, PIU, PIC, DRC Civil work contractor	Construction defects (if any) and agreed corrective measures. Feedback on completed works. Grievances outstanding (if any)

## C. Disclosure of information

41. Information about the subproject has been provided to stakeholders during the preparation (Table 2, above), including about the design of the boat dock and scope of works, the results of social safeguards screening, identified risks and mitigation measures, safeguard principles and policies, and access to the Grievance Redress Mechanism.

42. Disclosure of information will continue as part of consultation activities during subproject implementation (see Table 3, above)

43. This Due Diligence Report will be publicly disclosed on the ADB website, along with 6-monthly social safeguards monitoring reports covering the entire project.

## VI. GRIEVANCE REDRESS MECHANISM

44. Anyone affected by the project is entitled to lodge grievances<sup>3</sup>. The Grievance Redress Mechanism (GRM) previously established for the Nakang/Don Det subproject will be utilized for the additional works covered by this due diligence report.

45. The GRM is described in detail in the subproject's updated Resettlement Plan (2019), including the procedure for receiving, registering, investigation and assessing grievances, and for resolving them through mediation and negotiation to the satisfaction of the applicant and in accordance with ADB SPS (2009). The GRM has 4 levels of escalation for cases that are complex and in case the applicant does not accept the resolution proposed.

46. The GRM aims to provide accessible, swift and fair remedy. However, applicants are also entitled to seek judicial remedy through the courts if preferred. Applicants are also entitled to contact the ADB directly, in accordance with the ADB Accountability Mechanism. Information about the Grievance Redress Mechanism (GRM) has been communicated during stakeholder consultations during project preparation and will continue during the period of civil works.

## VII. IMPLEMENTATION ARRANGEMENTS

### A. Implementation Schedule

47. Implementation of measures in this DDR pertaining to public consultation, monitoring and reporting will be aligned with the construction schedule, as shown in Table 4 below.

*Table 4: Schedule of DDR Implementation*

Milestone/Activity	Schedule
ADB review, concurrence and disclosure of this DDR	Early October 2025
Pre-construction public consultation meeting	Mid - October 2025
Social safeguards construction monitoring	October-December 2025

### B. Roles and Responsibilities

48. The additional works involved in establishing the boat landing facility will be implemented using the existing institutional arrangements of the project. This includes various levels of government including the Ministry of Information Culture and Tourism (MICT) and its line agencies at province and district level, Resettlement Committees at provincial and district level, village authorities, PIU, PCU and Project Implementation Consultants. The institutional arrangements are summarized in the paragraphs that follow. Additional details are provided in the Project Administration Manual (PAM). Training will be provided to ensure personnel involved implementation have capacity to efficiently perform their functions.

#### 1. Executing Agency

49. The Ministry of Information, Culture and Tourism (MICT) is the Executing Agency (EA) for the Project. As EA, its responsibilities include: (i) overall management of the project; (ii) establishment of the National Project Steering Committee (NSPC) headed by the Vice-Minister with representatives from related Ministries, (iii) establishment of a Project Coordination Unit (PCU) at MICT; (iv) recruitment of project implementation consultants; (v)

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<sup>3</sup> Grievance is considered an issue, concern, problem, or claim (perceived or real) that an individual or group wants the Project to address and resolve

approval of the project's annual implementation plans and other related project plans and budget; and, (vi) reporting to ADB and Lao Government on project status.

## **2. Project Coordination Unit**

50. MICT has established a Project Coordination Unit (PCU) responsible for: (i) day-to-day coordination of all aspects of the project including social safeguards; (ii) acting as secretariat to the NSPC by preparing reports and coordinating NSPC meetings, the annual project review and annual planning; (iii) prepare project progress reports on behalf of the EA and submitting these to ADB and Lao Government; (iv) coordinating with the Project Implementation Unit (PIU) in Champassak Province; and (v) designating staff as safeguards focal points to supervise and monitor the progress of the safeguards plans.

## **3. Project Implementation Unit**

51. In Champasak Province, the Department of Information Culture and Tourism (DICT) has established a Project Implementation Unit (PIU) responsible coordinating day-to-day activities related to Project Output 2 and 3 as well as the infrastructure works for the Nam Ngum Reservoir Access Improvement Subproject. PIU receives technical support from the Department of Public Works and Transport (DPWT) Champasak Province. PIU has designated a coordinator/focal person for safeguards and gender implementation and monitoring. DICT prepares and submits progress reports to PCU, coordinates with district level stakeholders including the district resettlement committees, and acts as technical secretariat to the Provincial Project Steering Committee (PPSC).

## **4. Resettlement Committees**

52. A Provincial Resettlement Committee (PRC) has been established at Champassak Province with the following functions: (i) participate in consultation meetings with APs, (ii) prepare and endorse compensation unit rates; (iii) review and confirm impacts based on the detailed measurement survey; (iv) participate in consultations with APs to agree on compensation; (v) supervise compensation payments to APs and prepare a disbursement report for submission to the Provincial Department of Finance; (vi) monitor and report on all social safeguard activities; (vii) act as grievance officers to deliberate and resolve resettlement-related complaints from APs, and (viii) advise PCU on the issuance of a notice-to-proceed with civil works when compensation and relocation has been completed so that site clearance can be undertaken.

53. The Khong District Resettlement Committee (DRC) works under the supervision of the PRC. The District Resettlement Committee (DRC) comprises officials from relevant district departments, as well as representatives from the Lao Women's Union (LWU) and Lao Front for National Construction (LFNC) and is headed by the Deputy District Governor.

54. The Don Det Village Resettlement Committee supports the work of the PIU and DRC. It is composed of the Village Chief, representatives of LWU and LFNC, and village elders. The VRC is responsible for the following:

- Coordinate public consultations with villagers.
- Participate in resettlement planning activities including DMS, SESA and replacement cost survey.
- Mobilize APs to actively participate in the resettlement planning process.
- Assist in identifying replacement land for physically displaced persons.
- Co-sign compensation agreements.
- Receive, record, investigate, mediate and resolve grievances.

55. In the context of the additional works proposed to install a boat landing facility, considering the absence of resettlement impacts, the main role of resettlement committees will be to:

- Participate in public consultations with members of the boat association and local community stakeholders
- Receive, record, investigate, mediate and resolve grievances.

## **5. Project Implementation Consultants**

56. The PCU is supported by a Project Management and Civil Engineer Support (PMCES) Consultant comprising a team of technical specialists. PCU also has several individual consultants directly managed by PCU.

57. Two Social Safeguards Specialists (one national, one international) contracted directly to PCU have responsibility for:

- Safeguard screening based on preliminary engineering designs
- Preparing due diligence reports for activities not triggering resettlement or indigenous peoples requirements.
- Preparing resettlement plans for subprojects that trigger resettlement or indigenous peoples requirements.
- Devising strategies and materials for public disclosure, consultation and participation.
- Preparing survey methods and tools for resettlement surveys (DMS, SESAH, RPC).
- Supporting the PCU Institutional Strengthening Specialist and Tourism Development Specialist in designing training/capacity building for affected households and in particular vulnerable groups (Output 2 & 3).
- Capacity building and advice to PCU, PIU and resettlement committees on social safeguard obligations with reference to ADB SPS, including compensation, indigenous peoples safeguards, public consultation, participation and disclosure, and grievance redress.
- Ensuring the grievance redress mechanism is functioning well.
- Establishing internal monitoring procedures for PCU and PIU social safeguard focal points, and providing training.

## VIII. Monitoring and Reporting

### A. Internal Monitoring

58. The existing monitoring arrangements for the project will continue during implementation of works covered by this Due Diligence Report.

59. The EA has overall responsible for internal monitoring, which is conducted by PCU and PIU in coordination with designated provincial and district safeguard focal points and with technical support from the International and National Social Safeguards Specialists.

60. PCU prepares monthly and quarterly project implementation reports, as well as a semi-annual safeguard monitoring report which highlights: i) accomplishments in relation to targets; ii) resettlement implementation issues and (iii) actions taken to resolve issues and/or issues for EA decision. Semi-annual safeguard monitoring reports are submitted to ADB for review and publicly disclosed on the ADB website.

*Table 5: Internal Monitoring Framework*

Monitoring	Objectives	Time Frame	Responsible Project Units
Quarterly monitoring and reporting	Assess compliance with social safeguard plans and mitigation measures, identify issues and concerns, recommend corrective actions.	PIU submits it to PCU by 2nd weeks of the end of the quarter, and PCU sends as part of Quarterly report to ADB by 4 <sup>th</sup> week of the end of the quarter.	PIUs at District level and PCU at national/ project-wide level, supported by project implementation consultants
Semi-annual monitoring missions and safeguards monitoring reports	Assess compliance with RP. Provide guidance to resolve any implementation or compliance issues.	Two missions and safeguards monitoring reports per year.	ADB, PCU and PIUs supported by project implementation consultants
Project completion report	Assess compliance with RP. Assess achievements and lessons from RP implementation and CCRs	Within 6 months of physical completion of the project	PCU and PIUs supported by project implementation consultants

Source: Compiled by MICT, updated in December 2021

### B. External Monitoring

61. External monitoring of the social safeguard implementation regarding the Nam Ngum Access Improvement subproject is carried out by an External Monitor (EM) who conducts periodic field visits and submits monitoring reports to PCU and ADB. The EM role is required due to the subproject being Category A for IR. As the additional works involved in establishing a boat landing facility are assessed as Category C, the focus of external monitoring will be to validate the absence of resettlement impacts, and evaluate the adequacy of stakeholder consultation and grievance redress.

## IX. APPENDICES

### A. Social Safeguards Screening Checklist

<b>Brief Description of Works:</b>	Renovation of existing boat landing facility on Don Det island.
<b>Package ID</b>	TIIGP2-LAO-W11
<b>Design Stage:</b>	Detailed Design

Screening Questions	Yes	No	Remarks
1. Will there be land acquisition?		√	No, the site is state land managed by the community Boat Association.
2. Is the site for land acquisition known?	N/A		There is no land acquisition anticipated
3. Is the ownership status and current usage of land to be acquired known?	N/A		There is no land acquisition anticipated
4. Will easement be utilized within an existing Right of Way (RoW)?		√	No, access will be by boat for construction materials and personnel will.
5. Will there be loss of shelter and residential land?		√	No, the work area is not used for residential purposes.
6. Will there be loss of crops, trees or other agricultural activity?		√	No, the site is not used for agriculture.
7. Will there be losses of any structures or fixed assets?	√		The existing boat passenger waiting area will be replaced/rebuilt.
8. Will there be loss of businesses, livelihoods or income sources?		√	No, the passenger boat service can be maintained during the period of works. The civil works can be completed without adverse impact to neighboring restaurants and businesses.
9. Will people lose access to natural resources, communal facilities, and services?		√	No natural resources will be affected. The existing boat landing (a community facility) will be rebuilt. The boat service can be maintained during the period of works.
10. If land use is changed, will it have an adverse impact on social and economic activities?		√	No land use change.
11. Will access to land and resources owned communally or by the state be restricted?		√	No restrictions due to the proposed works.
12. Are there socio-cultural groups present in or use the project area who may be considered as "tribes", ethnic or national minorities, or indigenous communities in the project area?		√	Beneficiaries are members of the Boat Association and the wider community, all of whom are ethnic Lao.

Involuntary Resettlement Safeguards Category [ √ ]			Safeguards Document Required
A		Significant involuntary resettlement impacts	Due Diligence Report
B		Involuntary resettlement impacts that are not significant.	
C	√	No involuntary resettlement impacts	

Indigenous Peoples Safeguards Category [ √ ]			Safeguards Document Required
A		Significant impacts on indigenous peoples	None
B		Limited adverse impacts on indigenous peoples	
B		Beneficial only impact on indigenous peoples	
C	√	No impacts on indigenous peoples.	

**B. Local authority construction approval, August 2025**



ສາທາລະນະລັດ ປະຊາທິປະໄຕ ປະຊາຊົນລາວ

ສັນຕິພາບ ເອກະລາດ ປະຊາທິປະໄຕ ເອກະພາບ ວັດທະນາຖາວອນ

**ຍທຂ**  
**PWT**

ພະແນກ ໂຍທາທິການ ແລະ ຂົນສົ່ງ ແຂວງຈໍາປາສັກ

ຫ້ອງການໂຍທາທິການ ແລະ ຂົນສົ່ງ ເມືອງໂຂງ

ເລກທີ: 04/ຍທຂ.ມຂ

ລົງວັນທີ: 15 / 08 / 2025.

**ໃບອະນຸຍາດ**

ວາງທໍ່ລະບາຍນໍ້າໃສ່ພື້ນທີ່ສະຫງວນທາງຫຼວງ;  ການປຸກສ້າງ;  ການບຸລະນະປະຕິສັງຂອນ; .

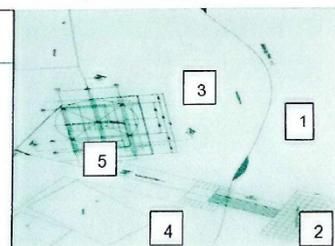
- ອີງຕາມ: ກົດໝາຍວ່າດ້ວຍຄາທາສັງເກດເມືອງ(ສະບັບປັບປຸງ)ສະບັບເລກທີ40/ສພຊ, ລົງວັນທີ16ພະຈິກ2017.
- ອີງຕາມ ຂໍ້ຕົກລົງຂອງລັດຖະມົນຕີ ວ່າດ້ວຍການຄຸ້ມຄອງການປຸກສ້າງສະບັບເລກທີ2241/ຍທຍ,ວັນທີ31ມັງກອນ2019.
- ອີງຕາມ: ຂໍ້ຕົກລົງ ຂອງເຈົ້າເມືອງໂຂງສະບັບເລກທີ223/ຈມຂ,ລົງວັນທີ17/10/2022ວ່າດ້ວຍການຈັດຕັ້ງ ແລະ ການເຕືອນໄຫວຂອງຫ້ອງການໂຍທາທິການ ແລະ ຂົນສົ່ງປະຈໍາເມືອງໂຂງ.
- ອີງຕາມ: ທິດຊີ້ນໍາຂອງທ່ານປະທານກໍາມະການປົກຄອງເມືອງ ຄັ້ງວັນທີ16/07/2025.

**ຫ້ອງການ ໂຍທາທິການ ແລະ ຂົນສົ່ງປະຈໍາເມືອງໂຂງ**

ເຫັນດີ ອະນຸຍາດ ໃຫ້: ຄະນະຮັບຜິດຊອບໂຄງການພັດທະນາໂຄງລ່າງພື້ນຖານເພື່ອສົ່ງເສີມການທ່ອງທ່ຽວໄລຍະຂັ້ນແຂວງ: ກໍ່ສ້າງສາລາລໍຖ້ຳຂອງນັກທ່ອງທ່ຽວຢູ່ຈຸດຫົວດອນເດດ. ບ້ານດອນເດດ, ເມືອງໂຂງ ແຂວງ ຈໍາປາສັກ. ລັກສະນະໂຄງສ້າງ: ອາຄານຄອນກຼີດ01ຊັ້ນ,ເນື້ອທີ່ກໍ່ສ້າງ16ມ<sup>2</sup>.ເປົ້າໝາຍການນໍາໃຊ້ເພື່ອໃຫ້ນັກທ່ອງທ່ຽວລໍຖ້ຳຂັ້ນລົງເຮືອ. **ແຜນຜັງກໍານົດເສັ້ນແຖວ**

**N** ↑

- 1.ແມ່ນໍ້າຂອງ
- 2.ແພທຽບເຮືອ
- 3.ຫາດຊາຍ
- 4.ທາງຂັ້ນ
- 5.ຈຸດກໍ່ສ້າງສາລາລໍຖ້ຳນັກທ່ອງທ່ຽວ



ໃບອະນຸຍາດສະບັບນີ້ອອກໃຫ້ສໍາລັບການກໍ່ສ້າງລະດັບ03.ກໍານົດໃຊ້ພາຍໃນ06ເດືອນນັບແຕ່ມີລົງລາຍເຊັນເປັນຕົ້ນໄປ.

ໝາຍບອກ:

- ຫຼັງຈາກກໍ່ສ້າງສໍາເລັດແລ້ວເຈົ້າຂອງກິດຈະການຕ້ອງໄດ້ນໍາສະເໜີອີງການຄຸ້ມຄອງຜັງເມືອງເພື່ອອອກໃບຢັ້ງຢືນຄວາມຖືກຕ້ອງຂອງການກໍ່ສ້າງໃຫ້ ຈຶ່ງຖືວ່າຖືກຕ້ອງຕາມລະບຽບກົດໝາຍ.

**ຫົວໜ້າຫ້ອງການໂຍທາທິການ ແລະ ຂົນສົ່ງປະຈໍາເມືອງໂຂງ**



**ສົມຮັກ ເທບບົວລິ**

ສແກແຕ້ຍ CamScanner

14

ໃບຕິດຕາມເອກະສານ

ລັກສະນະເອກະສານ:  ປົກກະຕິ;  ດ່ວນ;  ດ່ວນທີ່ສຸດ;  ລັບ;  ລັບສະເພາະ;

ຄຳເັນຂອງຫົວໜ້າທ້ອງຖານປົກຄອງເມືອງ  
ສະເໜີ:  ຂໍທົດຊີ້ນຳ,  ຂໍລາຍເຊັນ,

- ຄຳເັນຊີ້ນຳຂອງທ່ານເລຂາພັກເມືອງ.
- ຄຳເັນຊີ້ນຳຂອງທ່ານເຈົ້າເມືອງ.
- ຄຳເັນຊີ້ນຳຂອງທ່ານຮອງເລຂາພັກເມືອງ.
- ຄຳເັນຊີ້ນຳຂອງທ່ານຮອງເຈົ້າເມືອງ.
- ຄຳເັນຊີ້ນຳຂອງຄະນະປະຈຳພັກເມືອງ.

ທ່ານ ຈົນ ສິມສິນ ພັກ ຂ ພຽດ ຂຽງ ສົມ  
 ຊົງ ພ ສ ລ ຂ ຂ ງ ຮ ອ ອ ຮ ອ ພ ບ ບ ຂ ງ ຂ ງ .  
 ລິ ງ ງ ຂ ອ ມ ທ ທ ອ ງ ອ ງ ຈ ຸ ຈ ອ ທ ທ ອ ອ ອ ມ  
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16/7  
 2015

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## C. Stakeholder Consultation Records

### 1. Consultation on Concept Design, May 2025

*[Translation]*

LAO PEOPLE'S DEMOCRATIC REPUBLIC  
Peace, Independence, Democracy, Unity, Prosperity

Khong District  
District Administration Office

Khong District, Date 22 May 2025

#### MEETING MINUTES

On the afternoon of May 22, 2025, at 14:30 PM, at Khamfong Restaurant, Don Det village.

The meeting was chaired by Mr. Nouxeng Phoubandit, Standing Committee Member of the District Party Committee, Deputy District Chief of Khong District, who oversees the cultural and social sector. The meeting included the Head of the Tourism Development and Promotion Department of the Ministry of Information, Culture, and Tourism, the Head of the Information, Culture, and Tourism Department of Champasak Province, the Head of Don Det Village, entrepreneurs, and relevant district offices, who joined to inspect the proposed site for the construction of the waiting sala (pavilion) and ticket booth for tourists at Don Det village, Khong District, Champasak Province. A total of ... participants attended, including ... women. (Details are attached in the list of registered attendees).

The meeting heard discussions and unanimously agreed upon the following important issues:

1. There was unanimous agreement to approve the construction of the tourist waiting sala and ticket booth at Don Det village (Houa Det Pier).
2. The Don Det Village Administration fundamentally agreed and was unanimous in its support. Two nearby restaurants, Mr. Bounyok and Ms. Darom (Owners of Khamfong Restaurant) and Ms. Nouan (Owner of Johnny Restaurant), also unanimously agreed to the development and construction of the waiting sala for tourists crossing the river.
3. The location is State land (river reserve) is 8 meters from the pier edge to the construction point.
4. Regarding the garbage issue at the river crossing waiting pier, this responsibility is assigned to the Don Det Village Administration and the Don Det Village Boat Association.
5. During the construction period of the waiting sala and ticket booth for tourists, it was agreed to temporarily use the Tha Kam Pan pier (the service point of the Don Det Villagers' Car Association) until the construction is 100% complete.
6. A proposal was made to the Department of Tourism Development, Ministry of Information, Culture and Tourism, to provide additional garbage collection bins for the waiting sala area.

The meeting proceeded until 16:30 PM on the same day, and then concluded with unanimous agreement on the above contents. Therefore, these minutes are created to serve as a reference for the implementation in the next steps.

Chairman of the Meeting  
Deputy District Chief

Recorder



ສາທາລະນະລັດ ປະຊາທິປະໄຕ ປະຊາຊົນລາວ  
ສັນຕິພາບ ເອກະລາດ ປະຊາທິປະໄຕ ເອກະພາບ ວັດທະນະຖາວອນ

ເມືອງໂຂງ

ຫ້ອງວ່າການເມືອງ

ເມືອງໂຂງ, ວັນທີ 22 ພຶດສະພາ 2025

**ບົດບັນທຶກກອງປະຊຸມ**

ໃນຕອນບ່າຍຂອງ ວັນທີ 22 ພຶດສະພາ 2025 ເວລາ 14 : 30 ໂມງ, ທີ່ຮ້ານອາຫານ ຄຳຟອງ, ບ້ານ ດອນເດດ ໂດຍໃຫ້ກຽດເປັນປະທານຂອງ ທ່ານ ໝູ່ແສງ ຜູ້ບັນດິດ ຄະນະປະຈຳພັກເມືອງ ຮອງເຈົ້າເມືອງໂຂງ ຜູ້ຊີ້ນຳຂົງເຂດ ວຽກງານວັດທະນະທຳ ແລະ ສັງຄົມ ມີບັນດາທ່ານ ທ່ານ ຫົວໜ້າກົມພັດທະນາສິ່ງເສີມການທ່ອງທ່ຽວ ກະຊວງ ຖະແຫຼງຂ່າວ, ວັດທະນະທຳ ແລະ ທ່ອງທ່ຽວ, ພະແນກຖະແຫຼງຂ່າວ, ວັດທະນະທຳ ແລະ ທ່ອງທ່ຽວ ແຂວງຈຳປາສັກ ທ່ານ ນາຍບ້ານ ດອນເດດ, ຜູ້ປະກອບການ, ຫ້ອງການກ່ຽວຂ້ອງຂອງເມືອງ ຮ່ວມເຮັດວຽກ ລົງເບິ່ງຈຸດສະຖານທີ່ ກໍ່ສ້າງສາລາລໍຖ້າຂ້າມລອຍ ແລະ ບ່ອນຂາຍປີ້ ຂອງແຂກນັກທ່ອງທ່ຽວ ຢູ່ບ້ານ ດອນເດດ, ເມືອງໂຂງ, ແຂວງຈຳປາສັກ ເຂົ້າຮ່ວມທັງໝົດຈຳນວນ.....ທ່ານ, ຍິງ.....ທ່ານ, ( ລະອຽດມີໃບລົງທະບຽນລາຍຊື່ຜູ້ເຂົ້າຮ່ວມຄັດຕິດມາພ້ອມ ).

**ກອງປະຊຸມໄດ້ຮັບຟັງການປຶກສາຫາລື ແລະ ຕົກລົງເຫັນດີເປັນເອກະພາບ ເອົາບັນຫາສຳຄັນດັ່ງນີ້:**

1. ໂດຍພື້ນຖານແມ່ນເຫັນດີເປັນເອກະພາບ ໃຫ້ກໍ່ສ້າງສາລາລໍຖ້າຂອງແຂກນັກທ່ອງທ່ຽວ ແລະ ບ່ອນ ຂາຍປີ້ ທີ່ບ້ານ ດອນເດດ ( ຈຸດທ່າເຮືອຫົວເດດ )
2. ອີງການປຶກສາຄອງບ້ານ ດອນເດດ ໂດຍພື້ນຖານແລ້ວ ແມ່ນເຫັນດີ ເປັນເອກະພາບ, 2 ຮ້ານອາຫານ ທ້າວ ບຸນຍົກ + ນາງ ດາລິມ ( ເຈົ້າຂອງຮ້ານອາຫານຄຳຟອງ ) ແລະ ນາງ ນວນ ( ເຈົ້າຂອງຮ້ານອາຫານ ຈອນນີ ) ທີ່ຢູ່ໃກ້ຄຽງ ແມ່ນເຫັນດີເປັນເອກະພາບ ຕໍ່ການພັດທະນາ ການປຸກສ້າງສາລາລໍຖ້າຂ້າມລອຍ ຂອງແຂກນັກທ່ອງທ່ຽວ.
3. ຕອນຕົ້ນດັ່ງກ່າວແມ່ນເປັນດິນລັດ ທີ່ສະຫງວນໄວ້ຈາກແຄມຕະຝັ່ງໄລຍະ 8 ແມັດ ( ຈາກແຄມທ່າ ຫາ ຈຸດກໍ່ສ້າງ ).
4. ສຳລັບ ບັນຫາຂີ້ເຫຍື້ອໃນຈຸດທ່າເຮືອລໍຖ້າການຂ້າມລອຍນັ້ນ ແມ່ນມອບໃຫ້ອົງການປຶກສາຄອງບ້ານ ດອນເດດ ແລະ ສາມະຄົມເຮືອ ບ້ານ ດອນເດດ ຮັບຜິດຊອບ.
5. ໃນໄລຍະການກໍ່ສ້າງສາລາລໍຖ້າຂ້າມລອຍ ແລະ ບ່ອນຂາຍປີ້ ຂອງແຂກນັກທ່ອງທ່ຽວ ເຫັນດີໃຫ້ໄປນຳ ໃຊ້ທ່າເຮືອທ່າກຳປັ້ນ ( ບ່ອນຈຸດບໍລິການ ສາມະຄົມລົດຊາວບ້ານ ດອນເດດ ) ຈົນກວ່າການກໍ່ສ້າງ ສຳເລັດ 100%
6. ສະເໜີທາງກົມພັດທະນາການທ່ອງທ່ຽວ ກະຊວງຖະແຫຼງຂ່າວ, ວັດທະນະທຳ ແລະ ທ່ອງທ່ຽວ ປະກອບຖັງເກັບມ້ຽນຂີ້ເຫຍື້ອ ໃສ່ບ່ອນຈຸດສາລາລໍຖ້າຂ້າມລອຍຕື່ມ.

ກອງປະຊຸມໄດ້ດຳເນີນມາຈົນຮອດ ເວລາ 16 : 30 ໂມງ ຂອງວັນດຽວກັນ ກອງປະຊຸມຈຶ່ງໄດ້ປິດລົງ ດ້ວຍ ຄວາມເຫັນດີເປັນເອກະພາບ ຕາມເນື້ອໃນຂ້າງເທິງ ດັ່ງນັ້ນ, ຈຶ່ງໄດ້ສ້າງບົດບັນທຶກສະບັບນີ້ໄວ້ ເພື່ອເປັນບ່ອນອີງ ໃນ ການຈັດຕັ້ງປະຕິບັດໃນຂັ້ນຕໍ່ໄປ.

ປະທານກອງປະຊຸມ  
ຮອງເຈົ້າເມືອງ.



ໝູ່ແສງ ຜູ້ບັນດິດ

ຜູ້ບັນທຶກ.

ໄພສິມ ສໍາຄົງສິນ

## 2. Consultation on Final Design, August 2025

[Translation]

LAO PEOPLE'S DEMOCRATIC REPUBLIC  
Peace, Independence, Democracy, Unity, Prosperity

Champassak Province

Khong District

TIIGP2

### MINUTES OF MEETING

In the afternoon, at 14:00, on 19 August 2025, at the Don Det Village meeting room, Khong District, Champasak Province. The meeting was chaired by Mr. Chanthamongsin Chanthaphim, the Khong District Governor, and attended by relevant district offices including the District Administration Office, Planning Office, Natural Resources and Environment Office, Lao National Front for Development Office, Culture and Tourism Office, Public Works and Transport Office, and the Project Consultant. The total number of participants was 15, with 4 women.

Attachment 1: Photos of the consultation meeting, field survey, and interviews with the community.

Attachment 2: List of meeting participants and interviewees.

Attachment 3: Initial Engineering Design for the subproject: Improvement of the Don Det Pier Passenger Waiting Sala.

#### Content and Objectives of the Meeting:

Participants listened to the presentation of the meeting's objectives, goals, and the field survey data by the Project Expert Team and relevant district offices. (1) The project safeguard team presented the Engineering Design for "Improvement of the Don Det Pier Passenger Waiting Sala (Shelter)" and (2) results of the social and environmental safeguard screening and assessment in accordance with the project's policy.

Thereafter, the meeting opened the floor for comments. The District Governor reminded participants of the previous discussion on improving and re-constructing the boat land and waiting area on 22 May 2025. The Don Det Village Committee, the Don Det Village Boat Service Association, and the entrepreneurs (shop owners) located next to the project area confirmed their agreement for the proposed works to go ahead.

The meeting listened to the results of the safeguard assessment, along with comments from the Boat Association, villagers, the village head, and business owners in the vicinity, which led to the following key observations and suggestions:

1. Based on the baseline information and the field survey based on the engineering design for the works, the following observations were made: (i) The location of the new waiting area (sala/pavilion) must not block access to the restaurant. The location of the old sala should be used as the main reference, and it was agreed that the Village Administration will help to determine the appropriate spot to avoid any future conflicts or complaints, (ii) the design drawings show the steel bridge (walkway) is 1.5m wide and 6m long, but it is proposed to adjust the size to be 2.5m wide 4.5m long. (iii) The design of the boat docking platform was agreed as appropriate, 3m wide and 6m long.

2. The Village Administration and relevant district offices confirmed that the land area at the project site is State Land (river reserve) within 8m from the river bank

3. Based on the engineering design, it was confirmed that the works will not impact the fixed assets of any individual, resident, or business owner. The restaurant owners in the vicinity unanimously agreed to the project's development.

4. The existing old building (boat passenger waiting shelter), which belongs to the Don Det Village Administration and the Don Det Village Boat Service Association, will be directly affected. The village and the Don Det Boat Service Association understand and unanimously agree to the replacement buildings and facilities to be constructed as presented in the project design, namely: (1) Passenger Waiting Sala, (2) Pier walkway, and (3) Boat docking platform.

5. Regarding the old building structure, the Village Administration and the Don Det Village Boat Service Association agreed that the construction contractor should dismantle it and that the materials will be reused at another village pier where there is still a need.

6. During the construction and improvement of the Hua Det Pier Passenger Waiting Sala, it will be feasible to use a ferry pier close by (at the Don Det Passenger Vehicle Rental Association) until the construction is complete.

7. The project design team is requested to consider additional items not yet included in the current design, specifically: (1) Install two solar lights next to the pier walkway, and two solar lights at the pavilion (inside and on the outer balcony), and (2) Provide a trash bin at the pavilion.

The consultation meeting was closed at 16:00 on the same day. Therefore, these minutes are prepared to serve as a reference for the implementation of future work.

At the Don Det Village Office, Date: 19/8/2025

Meeting Chairperson

Notetakeer

District Governor



**ສາທາລະນະລັດ ປະຊາທິປະໄຕ ປະຊາຊົນລາວ**  
**ສັນຕິພາບ ເອກະລາດ ປະຊາທິປະໄຕ ເອກະພາບ ວັດທະນະຖາວອນ**  
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ແຂວງຈໍາປາສັກ  
 ເມືອງໂຂງ  
 ໂຄງການພັດທະນາໂຄງລ່າງພື້ນຖານ ເພື່ອສົ່ງເສີມການທ່ອງທ່ຽວ ໄລຍະ 2

**ບົດບັນທຶກ**

**ກອງປະຊຸມປຶກສາຫາລືກ່ຽວກັບວຽກງານໄກ່ເກ່ຍສົ່ງກົດຂວາງຂອງໂຄງການ.**

ໃນຕອນບ່າຍ, ເວລາ 14 ໂມງ, ຂອງວັນທີ 19/08/2025, ທີ່ຫ້ອງປະຊຸມຫ້ອງການບ້ານດອນເດດ, ເມືອງໂຂງ, ແຂວງຈໍາປາສັກ. ເຊິ່ງພາຍໃຕ້ການເປັນປະທານກອງປະຊຸມໂດຍ ທ່ານ ຈັນທະນິງສິນ ຈັນທະພິມ ປະທານຄະນະກຳມະການປົກຄອງເມືອງໂຂງ ແລະ ໃຫ້ກຽດເຂົ້າຮ່ວມຈາກຫ້ອງການທີ່ກ່ຽວຂ້ອງຂອງເມືອງເຊັ່ນ ຫ້ອງວ່າການເມືອງ, ຫ້ອງການແຜນການ, ຫ້ອງການຊັບພະຍາກອນທຳມະຊາດ ແລະ ສິ່ງແວດລ້ອມ, ຫ້ອງການ ຊຸພສ, ຫ້ອງການ ວັດຖະນະທຳ ແລະ ທ່ອງທ່ຽວ, ຫ້ອງການ ຍທຂ, ແລະ ທີ່ປຶກສາໂຄງການ, ລວມຜູ້ເຂົ້າຮ່ວມທັງໝົດມີ 15 ທ່ານ, ຍິງ 4 ທ່ານ,

- ເອກກະສານຄັດຕິດ 1: ຮູບພາບການຈັດກອງປະຊຸມປຶກສາຫາລື, ສຳຫຼວດພື້ນທີ່ຕົວຈິງ ແລະ ສຳພາດປະຊາຊົນ.
- ເອກກະສານຄັດຕິດ 2: ລາຍຊື່ຂອງຜູ້ເຂົ້າຮ່ວມກອງປະຊຸມ ແລະ ເຂົ້າຮ່ວມການສຳພາດ.
- ເອກກະສານຄັດຕິດ 3: ແບບວິສະວະກຳເບື້ອງຕົ້ນສຳລັບໂຄງການຍ່ອຍ ການປັບປຸງສາລາລໍຖ້າຜູ້ໂດຍສານທ່າເຮືອດອນເດດ

ກອງປະຊຸມໄດ້ຮັບຟັງການປຶກສາຫາລື ແລະ ການເຂົ້າຮ່ວມການສຳຫຼວດຈຸດພື້ນທີ່ຂອບເຂດໂຄງການ ພ້ອມຮ່ວມສຳພາດສະມາຄົມບໍລິການເຮືອນຳທ່ຽວ, ຊາວບ້ານ, ນາຍບ້ານ ແລະ ເຈົ້າຂອງທຸລະກິດຄ້າຂາຍທີ່ຢູ່ໃນເຂດໄກ້ຄຽງ ເຊິ່ງສາມາດສະລຸບ ແລະ ຕົງລົງເຫັນດີກັນໄດ້ດັ່ງລຸ່ມນີ້:

1. ໂດຍອີງໃສ່ຂໍ້ມູນພື້ນຖານ ແລະ ການລົງສຳຫຼວດຕົວຈິງ ຕໍ່ກັບການອອກແບບວິສະວະກຳກໍ່ສ້າງເບື້ອງຕົ້ນສຳລັບໂຄງການຍ່ອຍ ການປັບປຸງສາລາລໍຖ້າຜູ້ໂດຍສານ (ແຂກນັກທ່ອງທ່ຽວ) ທ່າເຮືອຫົວເດດ ແລະ ຈຸດທີ່ຕັ້ງຂອງໂຄງການ ແມ່ນສະເໜີໃຫ້ທາງໂຄງການພິຈາລະນາດັດແກ້ແບບວິສະວະກຳກໍ່ສ້າງ ດັ່ງນີ້ (1) ຈຸດທີ່ຕັ້ງສ້າງລາ ແມ່ນບໍ່ໃຫ້ຍັບເຂົ້າມາບັງຮ້ານອາຫານຈົນເກີນໄປ ໃຫ້ທຽບເອົາຈຸດສາລາເກົ່າເປັນຫຼັກ ແລະ ເຫັນດີໃຫ້ອີງການປົກຄອງບ້ານເປັນຜູ້ກຳນົດຈຸດທີ່ເໝາະສົມ ເພື່ອຫຼີກລ້ຽງຂັດແຍງ ຫຼື ຄຳຮ້ອງຮຽນໃນອະນາຄົດ, (2) ຕາມແບບເບື້ອງຕົ້ນຂະໜາດຂົວເຫຼັກ ແມ່ນກວ້າງ 1,5ແມັດ ແລະ ຍາວ 6 ແມັດ ສະເໜີໃຫ້ມີການດັດປັບຄືນເພື່ອໃຫ້ເທດເໝາະກັບການໃຊ້ງານຄື ເພີ່ມຂະໜາດຄວາມກວ້າງເປັນ 2,5 ແມັດ ແລະ ຍາວ 4,5 ຫາ 6 ແມັດ; ແລະ (3) ຫຸ້ນຈອດເຮືອ ແມ່ນ ເຫັນດີຕາມກັນອອກແບບ ຂະໜາດກວ້າງ 3 ແມັດ ແລະ ຍາວ 6 ແມັດ.
2. ທາງອົງການປົກຄອງບ້ານ ແລະ ຫ້ອງການທີ່ກ່ຽວຂ້ອງຂອງເມືອງ ໄດ້ຢັ້ງຢືນວ່າ ພື້ນທີ່ຕອນດິນຈຸດທີ່ຕັ້ງໂຄງການດັ່ງກ່າວແມ່ນເປັນດິນລັດ ທີ່ສະຫງວນໄວ້ຈາກແຄມຕະຝັ່ງໄລຍະ 8 ແມັດ (ຈາກແຄມທ່າ ຫາຈຸດກໍ່ສ້າງ).
3. ອີງໃສ່ແບບວິສະວະກຳ ຢັ້ງຢືນວ່າຂອບເຂດໂຄງການບໍ່ໄດ້ກະທົບຕໍ່ຊັບສິນຄົງທີ່ຂອງບຸກຄົນ, ປະຊາຊົນ ຫຼື ເຈົ້າຂອງທຸລະກິດ. ເຊິ່ງເຈົ້າຂອງຮ້ານອາຫານທີ່ຢູ່ໄກ້ຄຽງ ແມ່ນເຫັນດີເປັນເອກກະພາບ ຕໍ່ການພັດທະນາໂຄງການດັ່ງກ່າວ.

4. ສໍາລັບໂຄງສ້າງອາຄານເກົ່າ (ສາລາລໍຖ້າແຂກຜູ້ໂດຍສານທ່າເຮືອຫົວເດດ) ທີ່ຂຶ້ນກັບອົງການປົກຄອງບ້ານດອນເດດ, ແລະ ສະມາຄົມບໍລິການເຮືອນໍາທ່ຽວບ້ານດອນເດດ ແມ່ນຖືກຜົນກະທົບໂດຍກົງ ເຊິ່ງທາງບ້ານ ແລະ ສະມາຄົມບໍລິການເຮືອບ້ານດອນເດດ ແມ່ນເຂົ້າໃຈ ແລະ ເຫັນດີເປັນເອກກະພາບກັບອາຄານ ແລະ ສິ່ງອໍານວຍຄວາມສະດວກທີ່ຈະປຸກສ້າງທົດແທນ ຕາມການອອກແບບທີ່ທາງໂຄງການນໍາສະເໜີຄື: (1) ສາລາລໍຖ້າແຂກຜູ້ໂດຍສານທ່າເຮືອຫົວເດດ, (2) ທາງລົງທ່າເຮືອຫົວເດດ ຫຼື ຂົວເຫຼັກ ແລະ (3) ແພທຽບເຮືອຫົວເດດ.
5. ສໍາລັບໂຄງສ້າງອາຄານເກົ່າ ທາງອົງການປົກຄອງບ້ານ ແລະ ທາງສະມາຄົມບໍລິການເຮືອນໍາທ່ຽວບ້ານດອນເດດ ແມ່ນເຫັນດີໃຫ້ບໍລິສັດທີ່ຮັບເໝົາກໍ່ສ້າງເປັນຜູ້ມ້າງໃຫ້ ແລະ ຈະເອົາໄປນໍາໃຊ້ຢູ່ທ່າເຮືອບ່ອນອື່ນຂອງບ້ານທີ່ຍັງມີຄວາມຕ້ອງການ.
6. ໃນໄລຍະການກໍ່ສ້າງ ແລະ ປັບປຸງສາລາລໍຖ້າຜູ້ໂດຍສານ ທ່າເຮືອຫົວເດດ ເຫັນດີໃຫ້ໄປນໍາໃຊ້ທ່າເຮືອກໍາປັ່ນ (ບ່ອນຈຸດບໍລິການ ສະມາຄົມລົດຊາວບ້ານດອນເດດ) ຈົນກວ່າການກໍ່ສ້າງຈະສໍາເລັດ 100%.
7. ສະເໜີໃຫ້ທາງໂຄງການພິຈາລະນາຕິດຕັ້ງສິ່ງອໍານວຍຄວາມສະດວກເພີ່ມເຕີມຈາກແບບທີ່ນໍາສະເໜີຄື: (1) ຕິດຕັ້ງລະບົບໄຟຟ້າໂຊລໍາແຊວ 2 ຈຸດ ທີ່ຢູ່ຕິດກັບທາງລົງທ່າເຮືອ ພ້ອມຕິດຕັ້ງດອກໄຟໃນສາລາລໍຖ້າ 2 ຈຸດ (ໃນສາລາ ແລະ ລະບຽງບ່ອນນັ່ງຢູ່ນອກ) ແລະ ປະກອບຖັງເກັບມ້ຽນຂີ້ເຫຍື້ອ ໃສ່ບ່ອນຈຸດສາລາລໍຖ້າຜູ້ໂດຍສານ.

ກອງປະຊຸມປຶກສາຫາລືໄດ້ປິດລົງ ໃນເວລາ 16 ໂມງ 00, ຂອງວັນດຽວກັນ, ດັ່ງນັ້ນຈິ່ງໄດ້ເຮັດບົດບັນທຶກສະບັບນີ້ໄວ້ ເພື່ອເປັນບ່ອນອີງໃນການຈັດຕັ້ງປະຕິບັດວຽກງານໃນຕໍ່ໜ້າ.

ທີ່ ຫ້ອງການບ້ານດອນເດດ, ວັນທີ 19/8/2025

ປະທານກອງປະຊຸມ  
(ປະທານຄະນະກຳມະການປົກຄອງເມືອງໂຂງ)



ຜູ້ບັນທຶກ

ໄພວັນ ສໍ່ຄົງສິນ

**ເອກະສານຂັດຕິດ 1: ຮູບພາບການຈັດກອງປະຊຸມປົກສາຫາລິ ແລະ ສຳຫຼວດພື້ນທີ່ຕົວຈິງ**



ເອກະສານຄັດຕິດ 2: ລາຍຊື່ຜູ້ເຂົ້າຮ່ວມກອງປະຊຸມ

ໃບລົງທະບຽນ  
ວັນທີ...17...1...2025.  
ກຽວກັບ...ກອງປະຊຸມ...ສື່ສານ...ສື່ສານ...ສື່ສານ...ສື່ສານ...ສື່ສານ.....

ລ/ດ	ຊື່ ແລະ ນາມສະກຸນ	ມາຈາກພາກສ່ວນ	ຕຳແໜ່ງ	ເບີໂທລະສັບ	ລາຍເຊັນ
1	ທ.ສິວສິວ ບິວໂປ່ງ	ຈ.ວ.ທ.	ອຳເພີ ທ່ານ	56760977	
2	ທ.ສິວສິວ ບິວໂປ່ງ	ຈ.ວ.ທ.	ອຳເພີ ທ່ານ	29250503	
3	ທ.ສິວສິວ ບິວໂປ່ງ	ຈ.ວ.ທ.	ອຳເພີ ທ່ານ	19910510	
4	ທ.ສິວສິວ ບິວໂປ່ງ	ຈ.ວ.ທ.	ອຳເພີ ທ່ານ	9984-2288	
5	ທ.ສິວສິວ ບິວໂປ່ງ	ຈ.ວ.ທ.	ອຳເພີ ທ່ານ	933 933 63	
6	ທ.ສິວສິວ ບິວໂປ່ງ	ຈ.ວ.ທ.	ອຳເພີ ທ່ານ	56760977	
7	ທ.ສິວສິວ ບິວໂປ່ງ	ຈ.ວ.ທ.	ອຳເພີ ທ່ານ	0209988333	
8	ທ.ສິວສິວ ບິວໂປ່ງ	ຈ.ວ.ທ.	ອຳເພີ ທ່ານ	50 18181	
9	ທ.ສິວສິວ ບິວໂປ່ງ	ຈ.ວ.ທ.	ອຳເພີ ທ່ານ	99999999	
10	ທ.ສິວສິວ ບິວໂປ່ງ	ຈ.ວ.ທ.	ອຳເພີ ທ່ານ	98498136	
11	ທ.ສິວສິວ ບິວໂປ່ງ	ຈ.ວ.ທ.	ອຳເພີ ທ່ານ		
12	ທ.ສິວສິວ ບິວໂປ່ງ	ຈ.ວ.ທ.	ອຳເພີ ທ່ານ	22216988	
13	Jetho Stern	PCU	Security	5675210	
14	ທ.ສິວສິວ ບິວໂປ່ງ	ຈ.ວ.ທ.	ອຳເພີ ທ່ານ	9768955	
15	ທ.ສິວສິວ ບິວໂປ່ງ	ຈ.ວ.ທ.	ອຳເພີ ທ່ານ	58421877	
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